

DANBURY FIRE DEPARTMENT APPARATUS DIVISION

19 New Street
Danbury, CT. 06810
(203) 796-1556

JOSEPH CAVO
Superintendent
Of Apparatus

JAMES BEERS
Apparatus
Mechanic

Chief Geoffrey Herald
Danbury Fire Department
19 New Street.
Danbury, CT. 06810

February 25, 2014

Dear Chief Herald:

Thank you for the opportunity to express in writing our deep concern with regards to winter road treatment chemicals and what we feel will be the lasting dangerous effects that these products are presenting fleet managers in all areas of vehicle maintenance.

I will keep my comments related to Fire Apparatus maintenance as this is where my specialty and the last 30 years of my career have been focused on. Please note however, that my conversations with fleet managers from other departments including highway departments, school transportation, local delivery, regional bus, police fleets and over the road trucking companies have all shared the same alarming concern over the use of these road chemicals.

For the past several years you and our division have had ongoing discussions about the rate of vehicle deterioration of the fire apparatus here in Danbury. Fire engines that at one time could safely be expected to last 15 years, now after only 5 years in service have undercarriages that have what appears to be 15 years of "in service" corrosion and rust.

I will say that that it is our belief that the chemical road treatments used today have had a profound effect on this, and not in a good way to our entire fleet. Over the past 5 years we have "deadlined" eight fleet cars due to severe rust and corrosion. In some cases the frames of these vehicles were so severely compromised that they were no longer road worthy. Almost all of our fleet cars have had to have their hydraulic brake lines replaced not only once but in some cases twice in the past 5 years.

In our fire apparatus we have had to replace fuel tanks and mounting straps in every engine and both ladders due to the severe corrosion. We are constantly chipping and recoating frame rails, fuel tanks, brake components and aerial torque boxes. These components have such severe delaminating corrosion that we foresee the lifespan of current modern apparatus cut in half due to unsafe structural conditions if we do not address these issues.

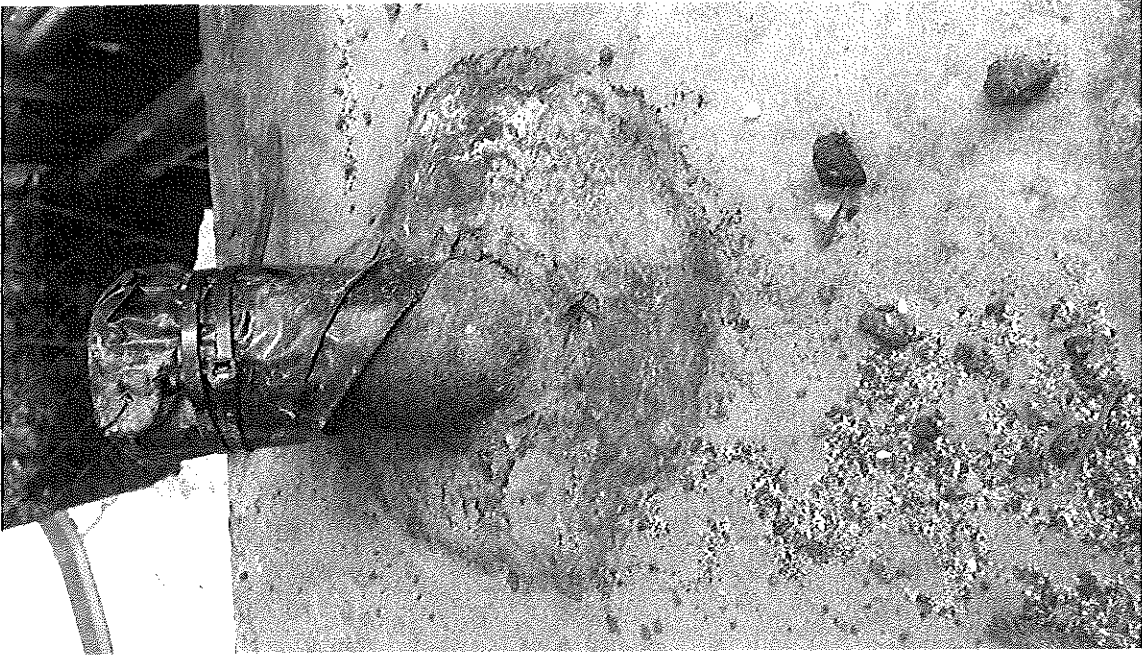
It is our belief that these road de-icing products have two distinct features that are causing the accelerated corrosion issues. The first issue, is that the corrosive properties of the chemical is extreme to all types of metals that are commonly found in the construction of vehicles both big and small and whose primary construction uses steel, stainless steel and aluminum or any combination of the three. The second issue, and the one that we think causes the larger long term problem is the use of the substance which helps the product adhere to road surfaces which is used when pre treating roads prior to precipitation. This product has made the deicer and sand cling to and coat the areas under the apparatus at levels never seen before. Regular washing just will not remove this product and every time it is exposed to moisture it just seems to reactivate its corrosive properties. Pressure washing helps, but you just cannot get to all surfaces under and around fire apparatus.

Attached are some photos of our apparatus and parts. Two photos show a typical 5 year old fuel tank removed from service due to leaking. One photo shows brake backing plates just 5 years old and 1 photo is of a severely corroded brake chamber that was found on a routine inspection by our division. At a glance this chamber appeared intact, but upon a closer inspection and the use of a chipping hammer this picture shows the actual condition that this chamber was in. This condition presented an extremely dangerous condition for the mechanic as well, the parking brake spring could not be properly caged and required unconventional containment methods putting the mechanic at risk for injury. The remaining photos show a typical front suspension coated in dry road chemicals and sand just days after a storm where deicers were used.

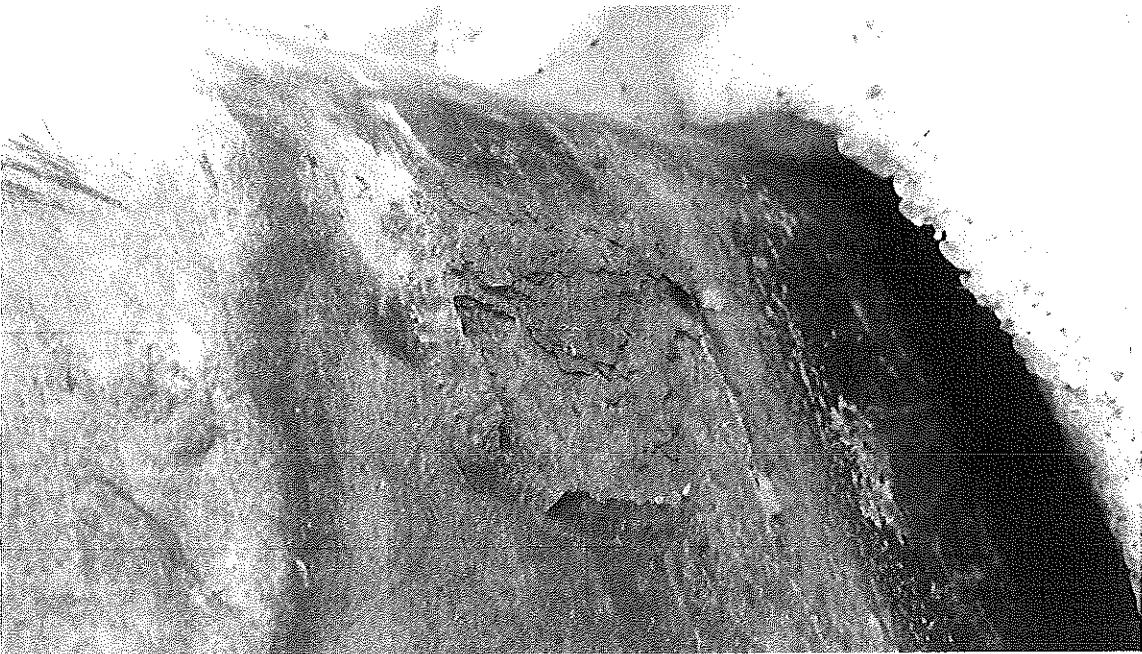
If you would like to discuss this situation at greater length or would like any additional information from us, please don't hesitate to contact me in any of the usual manners.

Sincerely,

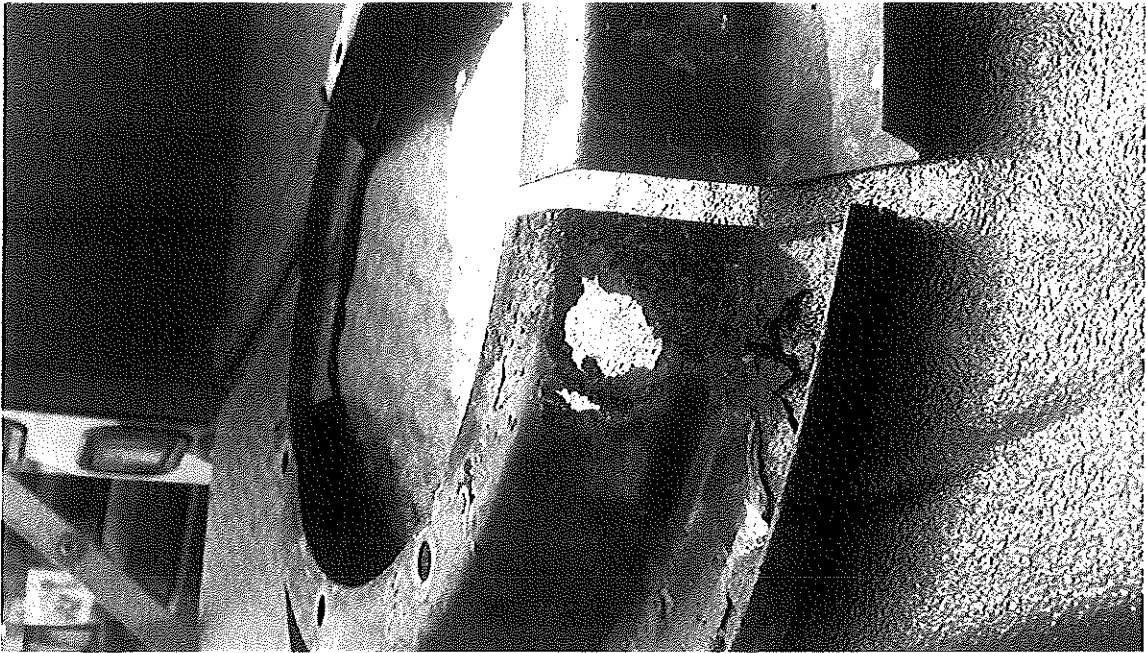
Joseph Cavo
Superintendent of Apparatus
Danbury Fire Department
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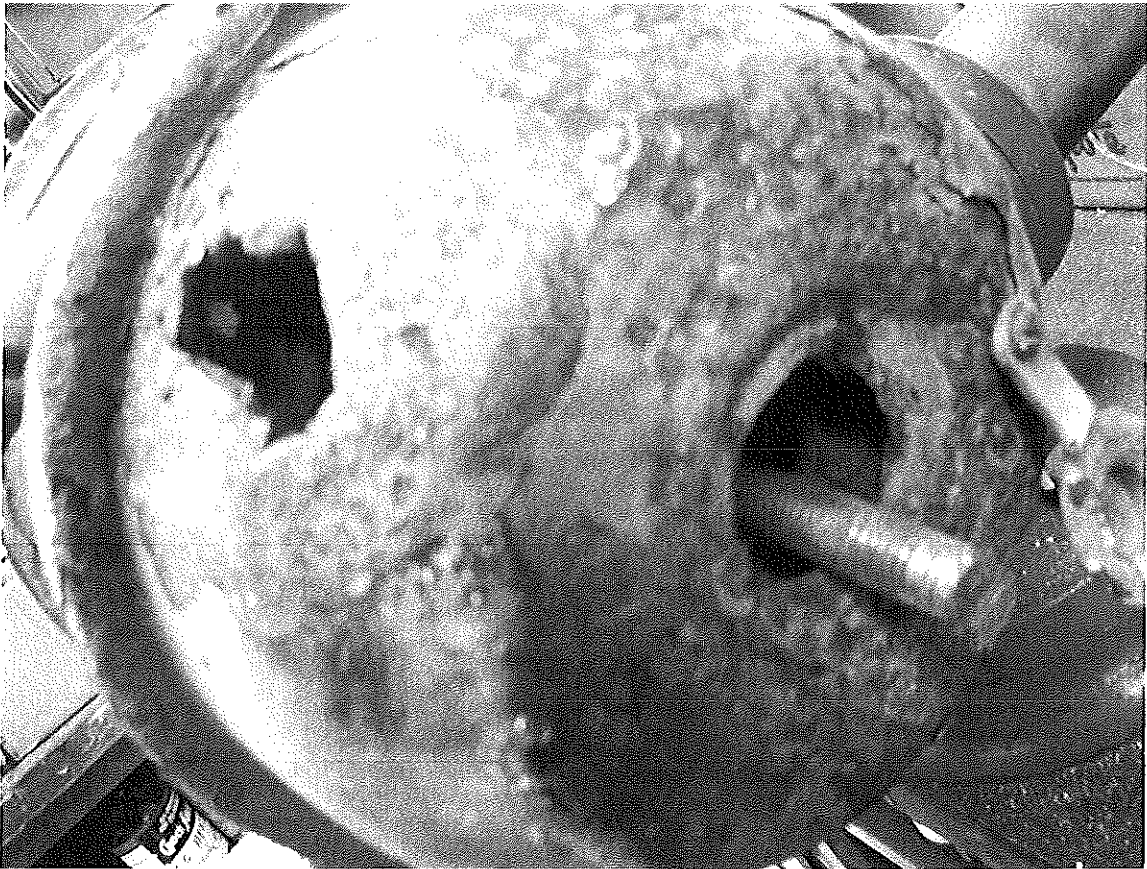
Fuel tank



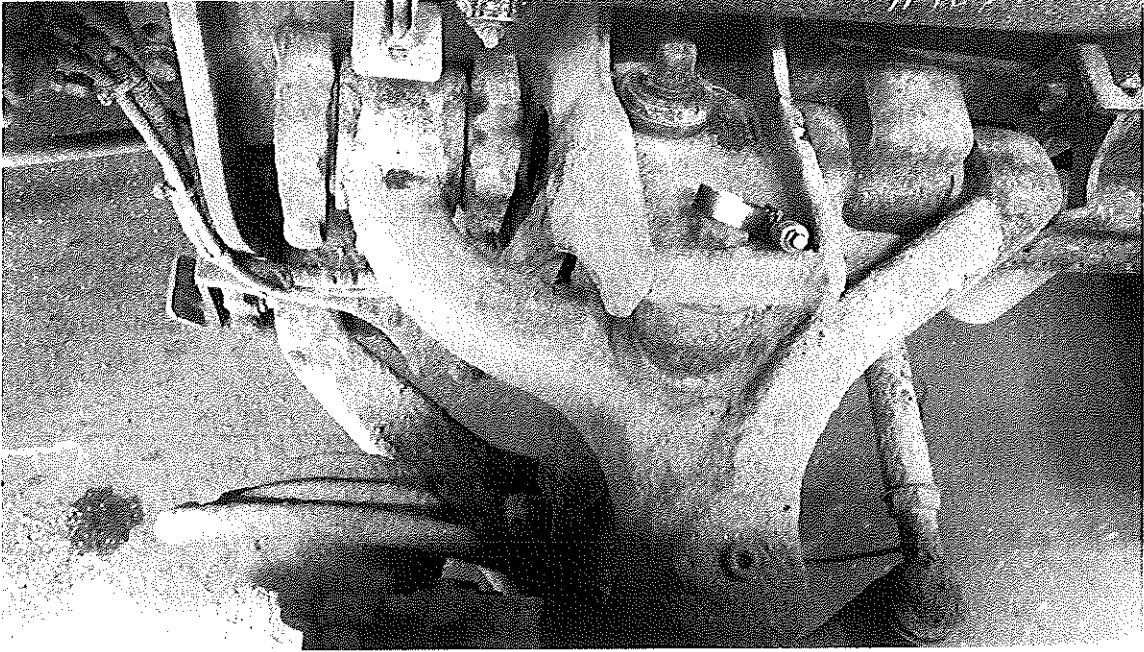
Fuel tank



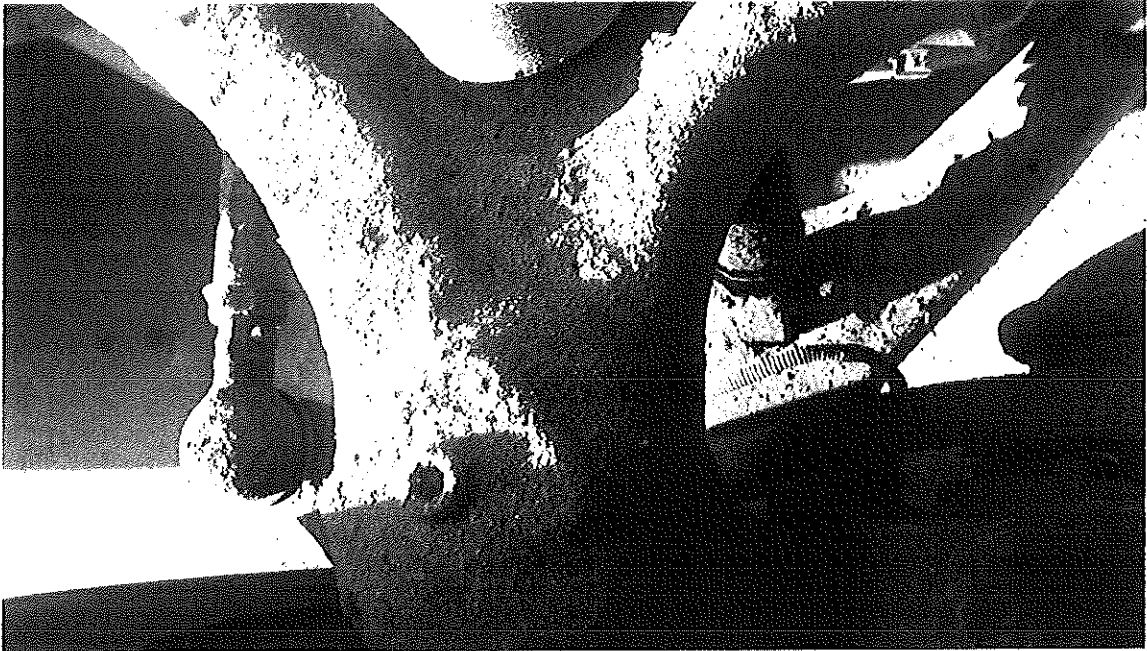
Brake backing plates



Brake chamber



Front suspension in a typical pumper



Front suspension in a typical pumper



Front suspension in a typical pumper



Front suspension in a typical pumper

THE SIMSBURY FIRE DISTRICT

Simsbury, Connecticut

2/25/14

State of Connecticut, Transportation Committee
Clerk, Nick Neeley
Email: Nick.Neeley@cga.ct.gov

RE: House Bill 5288 "AN ACT CONCERNING CHEMICAL ROAD TREATMENTS"

Dear Transportation Committee Members,

This letter is written in support of House Bill 5288 "AN ACT CONCERNING CHEMICAL ROAD TREATMENTS"

The Simsbury Fire District maintains a fleet of 17 Emergency Response Vehicles in addition to support equipment such as trailers for Haz Mat response, lighting, and special operations. Each vehicle is regularly maintained in a manner that allows for immediate response to emergency calls regardless of the weather and therefore is subject to extreme conditions especially in the winter months. While we recognize and appreciate the improved road conditions that the current chemical treatment program provides, we feel that this program is accelerating corrosion issues and will result in significant costs to our tax payers for repairs, and early replacement of apparatus.

The chemical effects that we are beginning to see are deterioration of brake canisters, brake lines, springs and chassis components. These apparatus are built with heavy duty components in an effort to provide long term service and reliability and in a town like Simsbury can be in service for a period of 20 to 30 years. At a replacement cost of \$500,000 to a \$1,000,000 per apparatus, a shortened life span can have a major financial impact on our long term budgets and a significant impact on our fleet replacement program. All of these circumstances will put an undue burden on the taxpayer in order to maintain the same level of Emergency Service.

In addition, the corrosion increases the frequency of critical inspections of these safety components to ensure that our responding firefighters have safe equipment to use. The increased corrosion will result in unplanned downtime of the apparatus and equipment, increased cost for replacement parts, and increased expense to ensure our mechanic takes the required time to thoroughly examine these components.

Over the past months we have often heard state officials talk about one solution being more frequent in washing the undercarriage of your automobile at the local car wash. While Fire Apparatus will often get rinsed off after each use it cannot be taken to a local "car wash" to have an undercarriage washes done. To properly wash the undercarriage of a Fire Pumper, Rescue or Ladder takes considerable time and requires the ability to get under the vehicle for a good wash-down. In addition there are some studies that suggest that pressure washing may in fact drive the corrosive material deeper into areas where corrosion can continue to occur undetected.

THE SIMSBURY FIRE DISTRICT

Simsbury, Connecticut

On a side note in addition to the impact the current chemical treatment program has on our apparatus fleet, our firefighting resources are all volunteer and this increased corrosive treatment program is also having an effect on personal vehicles which will result in unplanned and necessary vehicle maintenance expense to the men and women who volunteer their time responding to the calls for help from the community.

We feel strongly that the current chemical treatment program must be thoroughly reviewed with the goal of producing a recommendation that provides the best possible road treatment without the costly corrosion effects to our vehicles and other roadway infrastructures such as bridges and catch basins.

Therefore we urge the passage of House Bill 5288 "AN ACT CONCERNING CHEMICAL ROAD TREATMENTS" and would support an earlier date for the completion of the analysis.

Sincerely,

**James A. Baldis
Chief of Department
Simsbury Fire District
871 Hopmeadow St,
Simsbury CT 06070**

Subject: RE: H.B. #5288

From: McCarthy, Denis (DMcCarthy@norwalkct.org)

To: thschroll@snet.net; G.Herald@danbury-ct.gov; sbrown@bradleyairport.com; lrclark@optimum.net; rjgwh911@yahoo.com; jimcauliffe4@aol.com; bill@pembrokepumping.com; m3stewart@sbcglobal.net; chieftjmurphy@gmail.com; acsderby@sbcglobal.net; Frank.Hilbert@mfd-ct.org; ofam@aol.com; eherrick60@att.net; firepjo@gmail.com; gunsnhoses084@optonline.net; Chief@AshfordFire.org; jpwilkinson@optonline.net; kgd9635@gmail.com; ctsfa2013@gmail.com; JMKupemik@gmail.com; mvfd36@sbcglobal.net; gergler@wilcox-reynolds.com; ecgoetz@simplybsns.com; reesc38@yahoo.com; jcklfd@optonline.net; smchilds266@sbcglobal.net; rfelner@town.fairfield.ct.us; cjhab28@yahoo.com; alan.r.hawkins@snet.net; SVFD24@aol.com; jeff.morrisette@ct.gov; itsrich@sbcglobal.net; richard.t.winn@snet.net; ofm40@aol.com; jworon@snet.net; ctracy@town.fairfield.ct.us; baldis@comcast.net; lshull9160@aol.com; acont@ci.stamford.ct.us; troach@ci.stamford.ct.us; pegan@newhavenct.net; hardt@watertownct.org; dudekaf@gmail.com; vnzrescue@aol.com; chief@chvfdct.com; rshea@portlandct.org; jyacovino@meridenct.gov; John.Mancini@uconn.edu; black@watertownct.org; tsmith@orange-ct.gov; chief@southfiredistrict.com; brenda.murphy-tenney@ct.gov; joates@easthartfordct.gov; kjk157@sbcglobal.net; remq53@yahoo.com; westfieldfmo@comcast.net; rfmcooke@optimum.net; kflood@westhavenfiredept.com; dobsondv@madisonct.org; jjjfrancolini@cox.net; mark.salafia@ct.gov; adignoti@wethersfieldct.com; fdamweeks@aol.com; nmvcf@comcast.net; jcasner@cheshirect.org; cflynn0@snet.net; jrudzavice@vfishsno.com; gruggier@rcn.com; firewallco7@sbcglobal.net; chief@omfd.org; chief@ellingtonfire.org; mscrivener@windhamct.com; ctfirechiefs@cox.net; enrichards@aol.com; tpaige@pbfd.net;

Date: Tuesday, February 25, 2014 8:15 AM

Ted, below is a summary of our recent (past 5 years) experience with road chemicals and their effect on apparatus. This is from our department Master Mechanic Scott Plank

Chief Denis McCarthy

Chief,

I have, many of our trucks that have issues with rust and corrosion, On frame/chassis components, the area around leaf spring hangers and mounts and bolts that hold components on also on our double frame trucks there is rust/corrosion starting to appear at the frame flanges, I have not experienced this in the past. It has shown within the last five years.

There are some issues with body components but not as bad because body is washed every other day. I power wash the chassis at the end of winter to try to remove what I can, I have started to look at some washes that neutralize the effects of the salt, Not sure if there is anything that will work on trucks that already have the corrosion issues. Some manufactures have coatings that are being applied during assembly to help with the issue, many are starting to use stainless steel on battery boxes and fuel tanks, two spots that have had issues.

Scott

Denis McCarthy

Fire Chief / Emergency Management Director

121 Ct Av

Norwalk Ct 06854

203-854-0230(o)

203-667-4388 (c)

dmccarthy@norwalkct.org

From: T SCHROLL [mailto:thschroll@snet.net]

Sent: Monday, February 24, 2014 10:00 PM

To: Geoff Herald; Stephan Brown Sr.; Lewis Clark; Robert Guthrie; John J. McAuliffe Jr.; TED; William Coffey; Stephen Stewart; Thomas Murphy; Charles M. Stankye Jr.; Frank Hilbert; James O'Neil; Ernest Herrick; Paul Owen; Vaughn Dumas; Wayne Fletcher; James Wilkinson; Rev. Kevin Donovan; Gerald (Buzzy) Schaffer; John Kupernick; David Bunnell; Michael Gergler; Rev. Edward and Cathy Goetz; Clarence Rees; James Koser; Stephen Childs; Richard Felner; Chester Haber; Alan Hawkins; Michael J. Japeal; Jeffrey J. Morrisette; Richard H. Nicol; TED; Richard Winn; James Vincent; Jay Woron; Christopher Tracy; Charles M. Stankye Jr.; Jim Baldis; Leslie L. Shull Jr.; Anthony Conte; Trevor Roach; Patrick Egan; Dave Hardt; Geoff Herald; Fred Dudek; Steven Veneziano; McCarthy, Denis; TED; James O'Neil; Walter Cox; Robert Shea; John Yacovino; Geoff Herald; John Mancini; Larry Black; Richard H. Nicol; Timothy Smith; Robert Ross; Brenda Murphy-Tenney; John H. Oates; Kevin Kowalski; Richard M. Morris; TED; Art Higgins; Lee Cooke; Keith Flood; Donn Dobson; John Yacovino; John Francolini; Mark Salafia; TED; Richard Winn; Anthony Dignoti; Frederica Weeks; Walter Cox; John Brady; Jack Casner; Charles M. Flynn; John J. McAuliffe Jr.; Jeff Rudzavice; Gary Ruggiero; TED; Timothy Wall; Ernest Herrick; Kenneth Richards Jr.; Mike Varney; Marc Scrivener; Robert Shea; Gerald (Buzzy) Schaffer; Richard McDonough; Fred Dudek; John Mancini; McCarthy, Denis; Edward Richards; TED; Todd Paige; Geoff Herald

Cc: James O'Neil; Lewis Clark

Subject: H.B. #5288

All,

Has the subject of Road Chemical Treatments currently being used by DOT on the highways come up for any discussion within your Associations? I was approached this afternoon by a legislator who is looking for support for a bill that will have a public hearing this coming Friday. I am sending a copy of the bill. Apparently there is concern with the rapid deterioration of motor vehicles by the chemicals being used. She mentioned, among other vehicles, emergency vehicles that normally having an average life expectancy of 15-20 years, now having a life expectancy of less than 10 years. She mentions not only frames and bodies, but also brake lines and related items; safety concerns. If, after reading the bill, and if there is any concerns within your members, she is looking for letters of support for the bill. If there is any member that wishes to support the issue, they can either email a letter to me on your letterhead, or I can provide them with a direct location with which to submit.

Ted Schroll Jr., Legislative Representative

Connecticut State Firefighters Association

703 Ridge Road

Wethersfield, CT 06109-2634

FAX 860-529-7106

CELL 860-402-3865

Email thschroll@snet.net

General Assembly

February Session, 2014

Raised Bill No. 5288

LCO No. 1186

01186 _____ TRA

Referred to Committee on TRANSPORTATION

Introduced by:

(TRA)

AN ACT CONCERNING CHEMICAL ROAD TREATMENTS.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Section 1. (*Effective from passage*) The Commissioner of Transportation shall conduct an analysis of the corrosive effects of chemical road treatments on (1) state, municipal and private vehicles, (2) state, municipal and private roads, bridges, highways and other infrastructure, and (3) the environment. Such analysis shall determine the cost of corrosion created by chemical road treatments and shall include an evaluation of alternative road treatment techniques and products, including, but not limited to, the addition of rust inhibitors to current chemical road treatments, and a comparison of costs and effectiveness. Not later than January 1, 2015, the commissioner shall submit a report, in accordance with the provisions of section 11-4a of the general statutes, to the joint standing committee of the General Assembly having cognizance of matters relating to transportation. Such report shall include the findings, conclusions and recommendations of such analysis.

This act shall take effect as follows and shall amend the following sections:		
Section 1	from passage	New section

Subject: RE: H.B. #5288

From: Mancini, John (john.mancini@uconn.edu)

To: thschroll@snet.net; G.Herald@danbury-ct.gov; sbrown@bradleyairport.com; lrclark@optimum.net; rjgwh911@yahoo.com; jjmcauliffe4@aol.com; bill@pembrokepumping.com; m3stewart@sbcglobal.net; chieftjmurphy@gmail.com; acsderby@sbcglobal.net; Frank.Hilbert@mfd-ct.org; ofam@aol.com; eherrick60@att.net; firepjo@gmail.com; gunsnhoses084@optonline.net; Chief@AshfordFire.org; jpwilkinson@optonline.net; kgd9635@gmail.com; ctsfa2013@gmail.com; JMKupernik@gmail.com; mvfd36@sbcglobal.net; gergler@wilcox-reynolds.com; ecgoetz@simplybsns.com; reesc38@yahoo.com; jcklfd@optonline.net; smchilds266@sbcglobal.net; rfelner@town.fairfield.ct.us; cjhab28@yahoo.com; alan.r.hawkins@snet.net; SVFD24@aol.com; jeff.morrisette@ct.gov; itsrich@sbcglobal.net; richard.t.winn@snet.net; ofm40@aol.com; jworon@snet.net; ctracy@town.fairfield.ct.us; baldis@comcast.net; lshull9160@aol.com; acont@ci.stamford.ct.us; troach@ci.stamford.ct.us; pegan@newhavenct.net; hardt@watertownct.org; dudekaf@gmail.com; vnzrescue@aol.com; dmccarthy@norwalkct.org; chief@chvfdct.com; rshea@portlandct.org; jyacovino@meridenct.gov; black@watertownct.org; tsmith@orange-ct.gov; chief@southfiredistrict.com; brenda.murphy-tenney@ct.gov; joates@easthartfordct.gov; kjk157@sbcglobal.net; remq53@yahoo.com; westfieldfmo@comcast.net; rfmcooke@optimum.net; kflood@westhavenfiredept.com; dobsondv@madisonct.org; jijfrancolini@cox.net; mark.salafia@ct.gov; adignoti@wethersfieldct.com; fdamweeks@aol.com; nmvc@comcast.net; jcasner@cheshirect.org; cflynn0@snet.net; jrudzavice@vfissne.com; gruggier@rcn.com; firewallco7@sbcglobal.net; chief@omfd.org; chief@ellingtonfire.org; mscrivener@windhamct.com; ctfirechiefs@cox.net; enrichards@aol.com; tpaige@pbfd.net;

Date: Tuesday, February 25, 2014 12:01 PM

Ted, we are having issues at UCONN with our fleet that they are attributing to road treatment. Below is a response from our Motor Pool Director after forwarding him your original email on HB #5288:

Chief: Landscape pretreats the roads just like DOT . We also use and salt brine to treat after the storm . UCONN vehicles are deteriorating faster than they should . We're seeing brake lines , Oil pans , Fuel tanks , Body and frame rot . Vehicles over 10 years old are all rotten and are in the process of being replaced .This is becoming a big problem for are vehicles and departments .

Dave

John Mancini

Fire Chief

University of Connecticut Fire Department

Division of Public Safety

126 North Eagleville Road

Storrs, Connecticut 06269-3165

Phone -- (860) 486-5619

Phone -- 24 Hours -- Fire Department Communications -- 860-486-4925

Fax -- 860-486-5732

E-mail -- John.Mancini@uconn.edu

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Cc: James O'Neil; Lewis Clark

Subject: H.B. #5288

All,

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General Assembly
February Session, 2014

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LCO No. 1186

01186_____TRA

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Subject: RE: H.B. #5288
From: Frank Hilbert (Frank.Hilbert@mfd-ct.org)
To: john.mancini@uconn.edu; thschroll@snet.net;
Date: Tuesday, February 25, 2014 12:41 PM

Mystic F.D.

Hi Ted,

Very similar issues. I have replaced brake cans, battery boxes, one fuel tank and other miscellaneous repairs. Can't with certainty attribute all of it to road treatments but they have to be a factor. It has been told to me that the northern New England states used a similar product as we are for a number of years and due to the corrosion problems we are now experiencing they did away with their treatments and now use a salt/sand mixture as in the past. The newer products do a great job especially in pre-treating bridges etc. but perhaps a more balanced approach may be better?

Thank You

FRITZ

From: Mancini, John [mailto:john.mancini@uconn.edu]
Sent: Tuesday, February 25, 2014 12:01 PM
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Ted Schroll Jr., Legislative Representative

Connecticut State Firefighters Association

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General Assembly

February Session, 2014

Raised Bill No. 5288

LCO No. 1186

****01186_____TRA****

Referred to Committee on TRANSPORTATION

Introduced by:

(TRA)

AN ACT CONCERNING CHEMICAL ROAD TREATMENTS.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Section 1. (*Effective from passage*) The Commissioner of Transportation shall conduct an analysis of the corrosive effects of chemical road treatments on (1) state, municipal and private vehicles, (2) state, municipal and private roads, bridges, highways and other infrastructure, and (3) the environment. Such analysis shall determine the cost of corrosion created by chemical road treatments and shall include an evaluation of alternative road treatment techniques and products, including, but not limited to, the addition of rust inhibitors to current chemical road treatments, and a comparison of costs and effectiveness. Not later than January 1, 2015, the commissioner shall submit a report, in accordance with the provisions of section 11-4a of the general statutes, to the joint standing committee of the General Assembly having cognizance of matters relating to transportation. Such report shall include the findings, conclusions and recommendations of such analysis.

This act shall take effect as follows and shall amend the following sections:

Section 1	<i>from passage</i>	New section
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Subject: RE: H.B. #5288

From: Larry Black (black@watertownct.org)

To: thschroll@snet.net; G.Herald@danbury-ct.gov; sbrown@bradleyairport.com; lrclark@optimum.net; rjgwh911@yahoo.com; jimcauliffe4@aol.com; bill@pembrokepumping.com; m3stewart@sbcglobal.net; chieftjmurphy@gmail.com; acsderby@sbcglobal.net; Frank.Hilbert@mfd-ct.org; ofam@aol.com; eherrick60@att.net; firepjo@gmail.com; gunsnhoses084@optonline.net; Chief@AshfordFire.org; jpwilkinson@optonline.net; kgd9635@gmail.com; ctsfa2013@gmail.com; JMKupernik@gmail.com; mvfd36@sbcglobal.net; gergler@wilcox-reynolds.com; ecgoetz@simplybsns.com; reesc38@yahoo.com; jcklfd@optonline.net; smchilds266@sbcglobal.net; rfelner@town.fairfield.ct.us; cjhab28@yahoo.com; alan.r.hawkins@snet.net; SVFD24@aol.com; jeff.morrisette@ct.gov; itsrich@sbcglobal.net; richard.t.winn@snet.net; ofm40@aol.com; jworon@snet.net; ctracy@town.fairfield.ct.us; baldis@comcast.net; lshull9160@aol.com; acont@ci.stamford.ct.us; troach@ci.stamford.ct.us; pegan@newhavenct.net; hardt@watertownct.org; dudekaf@gmail.com; vnzrescue@aol.com; dmccarthy@norwalkct.org; chief@chvfdct.com; rshea@portlandct.org; jyacovino@meridenct.gov; John.Mancini@uconn.edu; tsmith@orange-ct.gov; chief@southfiredistrict.com; brenda.murphy-tenney@ct.gov; joates@easthartfordct.gov; kjk157@sbcglobal.net; remq53@yahoo.com; westfieldfmo@comcast.net; rfmcooke@optimum.net; kflood@westhavenfiredept.com; dobsondv@madisonct.org; jjjfrancolini@cox.net; mark.salafia@ct.gov; adignoti@wethersfieldct.com; fdamweeks@aol.com; nmvfc@comcast.net; jcasner@cheshirect.org; cflynn0@snet.net; jrudzavice@vfissno.com; gruggier@rcn.com; firewallco7@sbcglobal.net; chief@omfd.org; chief@ellingtonfire.org; mscrivener@windhamct.com; ctfirechiefs@cox.net; enrichards@aol.com; tpaige@pbfd.net;

Date: Tuesday, February 25, 2014 4:33 PM

Ted,

I have attached a comment from the owner of Gowans-Knight Co. who services our apparatus. Although there are definite issues with the highly corrosive road treatments proper preventive maintenance does appear to be helping reduce the damage. Perhaps an even larger concern should be what are these road treatments doing to our environment, especially our drinking water??

Thanks,

Larry Black, Chief

Watertown FD

Chief,

Over the years we have seen a lot of apparatus with corrosion issues. Back 15-20 years ago before this rust treatment there used to be a lot of refurb's of apparatus that were severely corroded/rotted. Even before this road treatment was put into action there were available options, such as stainless steel bodies, to help prevent/minimize this from happening but, most departments did not take them primarily due to unrealized need. We

feel and you can attest to this from your apparatus that a good preventative maintenance program which includes the pressure washing of the complete undercarriage of the apparatus will greatly help prevent the corrosion from happening. Yes, this new treatment is more aggressive with the corrosion of the apparatus but we make sure that our customers apply all means necessary to help minimize it. We also have a new product that we are applying after pressure washing to help minimize the issue even further.

Craig A. Palmer

President

Gowans Knight Co., Inc.

From: T SCHROLL [mailto:thschroll@snet.net]

Subject: H.B. #5288

All,

Has the subject of Road Chemical Treatments currently being used by DOT on the highways come up for any discussion within your Associations? I was approached this afternoon by a legislator who is looking for support for a bill that will have a public hearing this coming Friday. I am sending a copy of the bill. Apparently there is concern with the rapid deterioration of motor vehicles by the chemicals being used. She mentioned, among other vehicles, emergency vehicles that normally having an average life expectancy of 15-20 years, now having a life expectancy of less than 10 years. She mentions not only frames and bodies, but also brake lines and related items; safety concerns. If, after reading the bill, and if there is any concerns within your members, she is looking for letters of support for the bill. If there is any member that wishes to support the issue, they can either email a letter to me on your letterhead, or I can provide them with a direct location with which to submit.

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